

## NAVAL FIGHT IN PARLIAMENT

ASQUITH'S MAJORITY 218—  
LORDS MAY NOW ACT.Premier Repeats That German Ship-  
building Is Dangerous, but Opposes a  
Dreadnought Programme—Balfour's  
Bitter Attack—By-Election Defeat.

**SPECIAL CABLE DISPATCH TO THE SUN.**  
LONDON, March 29.—The debate on the vote of censure against the Government's naval programme gave rise to one of the greatest scenes that has been witnessed in the British Parliament in this generation. There was a full house and the galleries were crowded. The public gallery was empty, the prohibition of its occupancy following the suffragette demonstration being still in force.

Arthur Hamilton Lee, Conservative member for Hampshire, who officially presented the case for the Opposition, made a plea in the nature of an appeal to the Government instead of a partisan condemnation. Sir Edward Grey, the Foreign Secretary, who made a great speech in reply, also adopted a non-partisan tone.

His admission of the seriousness of the situation was even more startling than Mr. Asquith's recent revelations. Germany's programme, he said, amounted to thirty-three Dreadnoughts, besides many supplementary ships. This meant that Great Britain must build an entire new fleet, the greatest and most costly the world has ever seen. The only question, he said, was one of time for the situation was complicated by the fact that the type of battleships was constantly changing and the present Dreadnoughts might almost be obsolete within a few years.

The subsequent speakers, until Messrs. Asquith and Balfour, the Premier and leader of the Opposition respectively, closed the debate, degenerated into bitter partisanship. Their denunciations were interrupted by the news of the result of the Croyden by-election, which caused great excitement. The figures showed that the Government had suffered the most crushing defeat in all the long series of by-election reverses. The Unionist candidate was elected by 1,989 votes, against 8,041 cast for the Liberal representative and 886 for the Laborite. The Unionist majority was nearly twice larger than the highest ever known in the district, namely, 2,229 in 1895. The Unionist members cheered the result madly.

When a division was finally reached, after seven hours debate, the vote was as expected on strict party lines, 218 to 353, a Government majority of 135. The Laborites supported the Government. The Nationalists did not vote. Two Liberals voted against the Government.

The next move in the national agitation will be a meeting of protest against the Government attitude at the Guildhall on Wednesday. The Lord Mayor will preside and the principal speakers will be Lord Rothschild and Lord Avebury. It will depend largely upon this and other public demonstrations whether the Lords will go to the extremity of detroning the present Government by rejecting the budget next month.

Mr. Lee, who sits for the Fareham division of Hampshire, moved his vote of censure on the Government in accordance with the notice given by Mr. Balfour several days ago. The motion was greeted with loud Opposition cheers. It read:

"Resolved, That in the opinion of this House, the declared policy of His Majesty's Government respecting immediate provision of battleships of the newest type does not sufficiently secure the safety of the nation."

Mr. Lee, in speaking to the motion, denied that the Opposition was actuated by other than patriotic motives in moving the vote of censure. The only way in which the Government could secure the absolute safety of the country was by assuming that every other naval power was a potential enemy. Great Britain could not shut her eyes to Germany's capacity for naval construction, and must, at all costs, maintain in ships of the latest type her superiority over the one power which had the means to overwhelm Britain and challenge her naval supremacy.

The Opposition would be glad to withdraw the motion, he said, if the Government would undertake to adopt a programme of eight Dreadnoughts to be laid down in the present year.

The happiest touch Mr. Lee made in his speech was when he stated that Prime Minister Asquith had described the agitation as manufactured and artificial. "He ought to be a good judge," said Mr. Lee, "as he is the manufacturer of it himself." This stroke brought forth immense cheering from the Opposition benches.

Sir Edward Grey, Foreign Secretary, acknowledged that Mr. Lee's speech was one of appeal. Sir Edward said he was not going to minimize the seriousness of the situation. He acknowledged that a new situation had been created for Great Britain by the German programme, for when it was completed Germany would have thirty-three Dreadnoughts and her fleet would be the most powerful the world had ever seen, and that imposed on England the necessity for rebuilding the entire fleet.

This was the situation, but what was not known was the time within which the work would have to be done. That was the element of uncertainty. There was no dispute as to the issue. In order to meet the German policy the British fleet would have to be rebuilt more powerful than any the country had had yet. The difference of opinion was as to the time in which this ought to be done.

The British capacity for building hulls and manufacturing guns of the largest size was in excess of Germany's, Sir Edward asserted. The weak and doubtful point was Britain's comparative capacity for the construction of gun mountings. The Admiralty had already given instructions for an increase of the plant, so as to give Britain the advantage in this branch of construction also.

Proceeding, Sir Edward Grey said: "There had been in the diplomatic relations between us and Germany peaceful progression and progress up to the time of the King's visit to Berlin. There were two extreme things which would produce a conflict. One was an attempt on our part to isolate Germany. The other was an attempt by any great Continental power to dominate the policy of the continent."

"There was as little reason to apprehend that Germany would attempt to isolate us as that we should attempt to isolate Germany. The naval matter had been under discussion informally and our view had been that our expenditures must be dependent on Germany's, though Germany's was not dependent on ours. It was essential that we should not fall into a position of inferiority."

Continuing, Sir Edward said that the increase in naval expenditure, both in Britain and in Germany, was undoubtedly viewed by public opinion with apprehension,

and a decrease in it would immediately conduce to increased security and peace. The only thing that would reassure the world would be that the naval expenditure of both countries should be diminished.

The statements of the honorable gentlemen on the opposite benches were greatly exaggerated as to what was going on, the Minister argued. It must be borne in mind that the German navy was not so important to Germany as the British navy was to Britain. To Germany a navy simply meant increase of their prestige and diplomatic influence. But if the German navy was superior to Britain's it would not be a question of defeat, but Britain's existence would be at stake. No superiority of the British navy would affect the independence or integrity of Germany. To Britain its navy is a matter of life and death, as the German army is to Germany.

Sir Edward repeated the German declaration of its naval construction intentions showing that Germany would not have thirteen Dreadnoughts until the end of 1912. The speaker explained that all the ships in the German programme would be ready for their trial trips six months in advance of their commission and of course would be available for emergencies. It must be borne in mind also that if Germany built a different type of ship Britain might be compelled to alter her type also. Sir Edward went on to pledge the Government not to err on the side of economy if the national safety was at stake. The vastness of the expenditure on armaments was, he said, a satire and reflection on the civilization of the world. If it continues it must sooner or later, in Europe, lead to national bankruptcy.

Lord Robert Cecil, member for the Eastern Division of Yorkshire, voiced the Tory view that the only possible reason Germany had for building a gigantic fleet was that she might be in a position to fight Great Britain. The talk about the limitation of armaments was not only unsound but rather pernicious. The only safe course, he declared, was to disregard absolutely German assurances unless they amounted to a binding compact.

The position of the Laborites was set forth by George Henry Roberts, member for Norwich. The attitude of the Opposition, he said, was inspired by party interests rather than patriotism. The navy was already strong enough and it was unnecessary to accelerate the rate of building. Let the nation's money be spent on social reform rather than on bloated armaments.

Prime Minister Asquith pointed out that by April, 1912, Great Britain would certainly have sixteen Dreadnoughts and Germany would have eleven. If the latter country should accelerate the building of her ships she would have thirteen and conceivably seventeen. If Great Britain built a contingent four she would have twenty. She would also have forty other battleships, compared with Germany's twenty, with a preponderance of armored cruisers of 3 to 1 or 4 to 1.

It is ridiculous in view of these facts, said Mr. Asquith, to say that Great Britain's superiority would not be maintained. He urged a more desirable increase in that the country's capacity for building ships was a satisfactory footing rather than lay down four additional Dreadnoughts.

The Government, the Premier declared, had taken such steps as it could to effect an agreement which would check the lamentable growth of expenditure in instruments of destruction. These steps had hitherto been unsuccessful and they were driven back on the simple duty of taking such precautions, whatever they might cost, as were necessary to the national security. If the acceleration of German construction went on, said Mr. Asquith, or if the actual course of things was shrouded in concealment and uncertainty they would not hesitate to use the powers that the House had given them.

Mr. Balfour, leader of the Opposition, devoted a considerable part of his speech to refuting the accusation that he had moved the vote of censure for party purposes. The question, he said, had reached not merely a critical but a dangerous phase. It was a serious omission in the statements of Sir Edward Grey and Mr. Asquith that they said nothing about the year 1911. By the Government's own admission their majority of Dreadnoughts over Germany would be only one in 1911. The Government had sought to work on too small a margin and it was perfect madness from a national viewpoint to depend upon small margins.

The British position, he declared, was no worse than it had been in the past. If the fleet was sufficient now it must still be less sufficient than it had been in the past, for it had been diminished in length, and it was impossible to have that on without inflicting a great loss to the feeling of security which is the basis of all enterprise and prosperity. Mr. Balfour concluded by saying:

"I grieve to say that so far as I can observe the public law of Europe shows signs not of strengthening but of weakening and fading away. In these circumstances it behooves the country at this time above all other times to see that our navy, which is the organ of peace, shall be beyond all question, beyond all doubt the greatest in the world."

It is because I cannot make out after all the Government explanations, because I cannot believe that they are sincere, that I believe that the country is being brought as an unwilling confidant into their Cabinet quarrels, that in them this great trust is being securely betrayed. Without doubt, without questioning, I support the motion that the House be divided."

**The Weather.**  
The disturbance which caused showers and cloudiness in this neighborhood on Sunday was central yesterday morning over New Brunswick, Canada. Snow was falling at a few points in the lower Lake region, northern New York and New England. Other storm formations were apparent over eastern Texas and the north Pacific States.

An area of high pressure, with a centre over Montana, covered the Rocky Mountain States and was preceded by snow, mostly light, in the upper Mississippi Valley, the Dakotas and south into Colorado and Kansas. Rain fell generally along the Pacific coast, and in the south Atlantic and east Gulf States, except Florida, where it was warmer.

Other temperature changes were slight. There was no freezing weather south of the Lake regions.

In this city the day was fair and slightly cooler; partly cloudy and light showers in the afternoon; wind fresh to brisk westerly; average humidity 49 per cent; barometer, corrected to sea level, 30.06; 3 P. M., 29.93.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

9 A. M., 1909. 1908. 1 P. M., 1909. 1908.  
12 M., 1909. 1908. 5 P. M., 1909. 1908.  
3 P. M., 1909. 1908. 8 P. M., 1909. 1908.  
Lowest temperature, 35°, at 4:30 A. M.

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

For eastern New York and New England, showers or snow furries to-day; fair to-morrow; moderate westerly wind.

For eastern Pennsylvania and New Jersey, showers to-day; fair to-morrow; moderate westerly winds.

For the District of Columbia, Delaware, Maryland and Virginia, partly cloudy and slightly cooler to-day; fair to-morrow; moderate westerly winds.

For western New York, western Pennsylvania, and Ohio, partly cloudy with showers or snow furries over the Lakes to-day; fair to-morrow.

## FOR PEACE AND BIG SHIPS

VON BUELOW DEFENDS AUSTRIAN GRAB IN REICHSSTAG.

Repudiates British Naval Alarm, Dwells on King Edward's Visit and Points to Trade Bonds—No Basis for Joint Limitation of Naval Armaments.

**SPECIAL CABLE DISPATCH TO THE SUN.**  
BERLIN, March 29.—Chancellor von Bülow made a long speech on foreign affairs in the Reichstag, to-day. It was chiefly in defence of the diplomatic course of Germany in the affairs of Morocco and the Balkan States.

He said that the annexation of Bosnia and Herzegovina by Austria was the logical end of thirty years of political and economic relations. Germany had made no objection to the holding of a European conference provided that this annexation should not be a subject of discussion.

There was nothing in the present prospect, the Chancellor said, calculated to disturb the peace of Europe. He congratulated his fellow countrymen upon the sympathetic reception that had been given King Edward and Queen Alexandra upon their recent visit to Germany. He considered that the visit had been one of the highest importance, as he had learned that the British nation was as much disposed to friendly relations as the German.

In reference to King Edward's visit, the Chancellor said he had no hesitation in placing it foremost among recent political events. The cordial welcome of the visitors, the echo it evoked in Great Britain, the King's sincere words of peace and friendship in Berlin, which were subsequently strengthened by the speech from the throne and the debate in the British Parliament, had made both peoples conscious of great reasons for respect for each other peacefully and in works of peace. The network of their relations could not be easily torn no matter how mischievous hands dragged at them, for apart from all ideal value of its strength, derived from the fact that a great part of the two nations' work was bound up therein, there were hardly two countries so mutually dependent on each other as Great Britain and Germany.

The Chancellor quoted statistics showing that Great Britain was the most important country in the world to Germany's trade, being the Fatherland's biggest customer, while Great Britain's exports to Germany were larger than to any non-British country.

It was true, the Chancellor said, that there was no lack of fanatics in both countries who did not perceive the combination of forces making for union and community of interests of the two nations; but he maintained a strong hope that they would not win a decisive influence.

The Chancellor later on dealt with the navy question, repeating in effect Herr Schön's statement on March 23 and adding that the Federal Governments do not intend competing with British sea power. It had been repeatedly declared, he said, that the navy law showed that Germany's sole and unalterable national policy aimed at the protection of her coasts and merchant marine. Germany's programme of construction, the Chancellor said, was accessible to everybody. There was no need of dissimulation; there was nothing to hide and there was no intention of accelerating the rate of building beyond that legally fixed. All rumors to the contrary were baseless.

By the autumn of 1912 at the earliest they would have, in accordance with law, thirteen new big ships, including three armored cruisers, ready for service. So long as a practical basis is lacking the Government would adhere to the view that success is unlikely to follow any negotiations limiting naval construction, whether the negotiations are between two or more powers.

This attitude is determined by motives of peace and humanity and completely harmonized with the pacific tendency of the German policy for decades past. Therefore if Germany maintained reserve it was not due to discourtesy or unfriendliness to another power. Moreover, Germany's right to defend herself of her indisputable right not to discuss matters of internal interest with foreign nations.

The Government, declared the Chancellor, would continue to regard it as a duty to encourage every friendly feeling between Germany and Great Britain and endeavor to establish such relations as would leave no room for distrust.

The speech was frequently interrupted with enthusiastic applause.

Von Bülow made no reference in his speech to naval affairs. It is considered probable that he will speak later on that subject.

Ambassador and Mrs. Hill occupied seats in the diplomatic gallery of the Reichstag during the Chancellor's speech.

**BROWN STUDENTS SUSPENDED.**  
Twenty-eight Freshmen Caught Cribbing—Senior Sold Them.

PROVIDENCE, March 29.—Notices of suspension were sent to-day to twenty-eight Brown freshmen by the university administration because of recent discoveries of cribbing in the English course. Both President Faunce and Dean Alexander Meiklejohn declined to-night to make any statement beyond remarking that the usual penalty for the offence was a year's suspension.

Investigation shows that the matter is much more serious than was at first believed possible. It is said that a member of the senior class has been writing themes for "freshmen in English," as the course is designated, at 75 cents per theme. That is the price for the short daily themes. Every once in a while in this course a theme of several hundred words is required and the price of these was as high as \$3. The senior, it is said, has been doing a thrifty business with the little ones of the rich, but the penalty may be expulsion.

The discovery of the money-making senior, however, is said to have been entirely accidental, brought about through investigation of the fact that twenty-eight themes exactly alike were turned in to the instructor. The subject of the twenty-eight students had chosen was relative to whether or not the armor-plated American warships are too high. Singularly enough, the same subject was used by the variety debating team a short time before. One of the briefs submitted by a member of the debating team had come mysteriously into the hands of a freshman. The freshman copied it word for word and then loaned it.

Twenty-eight men took a chance at it and then turned it in as their own. None of the twenty-eight realized that they were doing the work of the member of the debating team, who by the way is a senior.

It is stated that this bit of cribbing is entirely separate from that promoted by the money-making senior.

Startling developments are expected to-morrow, when it is believed the names of the men will be learned.

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## A HUNDRED SMUGGLED GOWNS

FOUND IN TWO TRUNKS ABANDONED ON STEAMSHIP PIER.

Supt. Wright of the American Line discovered the Trunks, Which Contained Some \$15,000 of Fine French Stuff—Names of Some Consignees Known.

The surveillance which has been maintained over trunks coming in on American Line steamships since the discovery on March 6 of a trunk containing \$5,000 worth of lace and dress goods on the Red Star Line pier—a trunk which, it is believed, had been sent over from the American Line pier by rowboat or trolley to a "dead pier," that is to a pier where no steamship is discharging and no customs men are around—resulted yesterday in the biggest find the customs inspectors have made in some years. It consists of two immense trunks containing more than a hundred Princess gowns by the leading Parisian dressmakers and a quantity of lace and lingerie. The appraisers have not yet made a guess that the stuff is worth \$15,000. The dresses and things were to be distributed among a number of New York dealers in such goods. The duty is 60 per cent, or some \$9,000.

The two trunks, it is supposed, were brought to this port on the steamship New York, arriving here a week ago yesterday. On Thursday Edward Wright, superintendent of the line, noted the presence on the American Line pier of two trunks, unmarked and not on the records. He told customs Inspector Benjamin Waring who said to him: "Good sharp watch was kept on the neglected boxes. By the time of the sailing of the New York on Saturday everything she had brought over had been called for and carted away except these two pieces of baggage, which had been tossed over to one side, out of the way, and Inspector Waring had them taken to the place where other 'uncalled for' stuff goes and notified acting Deputy Surveyor Tierney."

Even the inspectors were a little flabbergasted when they opened the trunks. Sixty patterned evening dresses were taken out of the first trunk opened, and even then there was room for a few layers of lace things at the bottom. The room where the unpacking went on took on the appearance of the stage after a magician had investigated the inside of some accommodating gentleman's silk hat. The second trunk made up in an increased stock of silk petticoats what its companion had on in the number of gowns.

There was little to go inside the trunks or outside that would aid the inspectors in landing the consignees or the shippers. The names of the Paris dressmakers—four in number and all famous—were secured, and then the sleuths got the interior of the trunks. They found the goods. All these, so far as discovered, are dealers or dressmakers.

The careless customs which \$15,000 or so worth of property was left lying about for any inquisitive inspector to pick up suggests to the customs men that some confederate at this end of the line was not on the job when the trunks arrived.

Robert Schwartz, baggage superintendent of the American Line pier, was arrested last Thursday after the sailing of the New York. Schwartz had been in connection with the finding of the \$5,000 trunkful on the Red Star pier on March 6; and his assistant, Thomas Murphy, was taken into custody as the trunks were given bail. Schwartz has been suspended by the line. The inspectors will ask Schwartz if from his experience on the pier he can give a guess as to the missing confederate.

Purser R. D. Williams of the American liner St. Louis went before Surveyor Clarkson yesterday morning and told about the suit case which was found in his care when the liner got into Quarantine Sunday. The suit case bore a label "Mrs. Ada Hutchins, care of purser." Mr. Williams explained that it had been entrusted to him by Capt. A. Hutchins of the English Army to give to the captain's wife, who is to be a passenger on the St. Louis when she returns to the States on Saturday next. The case was not to be landed, he said, and no attempt was made to get it ashore. Deputy Surveyor McKean said yesterday afternoon that the dress in the case was worth not more than \$200 and that they had been worn more or less. Williams is one of the oldest employees of the line and with his explanation yesterday he was forgotten. Mrs. Hutchins is an American girl who is now visiting her parents in Brooklyn.

The customs officials say that the trunk found on March 6 and the two trunks opened yesterday are but two evidences of a very large smuggling operation the line is endeavoring to break up, by bringing about several more arrests. It is the habit of the big smugglers in these lines of goods to select a steamship company and then to believe that they had been receiving the least attention from the customs inspectors and give that line their patronage until the suspicions of the customs people are aroused, when a shift is made to some other company.

The time last year it was the French Line steamers which caused the inspectors to work overtime; now there is little trouble there and for a while the American liners are in the limelight. The steamship people are giving the revenue officers every assistance to put an end to the nuisance.

**RURALES ON TRIAL.**  
Death Sentence Demanded but Conviction of Mere Desertion Probable.

**SPECIAL CABLE DISPATCH TO THE SUN.**  
HAVANA, March 29.—The trial of the insurgent rurales closed to-day. The verdict was reserved. The prosecutor asked for death sentences for the two Cortes and the acquittal of Corporal Pichardo.

The defence argued that fear was the whole motive of the trouble. No act of hostility had been committed and therefore there had been no rebellion. The general opinion is that the men will be convicted only of desertion.



In years gone by theatrical companies stationed a brass band at the theatre door to "draw" the crowd inside.

In some business circles theatrical methods are still in vogue—though words have supplanted the brass band.

The newspapers teem with laudatory advertising of "the very best clothes on earth"—and apparently there is no other kind to be had.

You—the reader—if at all impressionable, must be greatly puzzled to make a choice. Perhaps the following "spot light" thrown on a few facts may assist you:

retailers of Apparel for Men may be classed in three distinct divisions:

1. The retailer who buys his stocks as a "free lance," picking up here and there the sort of garments which, because of their low cost permit him to make large profits.
2. The retailer who means well but "represents" a certain brand—and must take what the manufacturer sends, whether the manufacturer's "styles" hit or miss.
3. The retailer (and this is a precious small class) who is beholden to no outside organization—turning out in his own shop every garment he offers.

Even the latter class has its subdivisions, for there can only be one best. Garments of our production have a reputation. Our designers and tailors are trained craftsmen. Their creations are, essentially distinctive, and well nigh perfect in workmanship.

Spring Suits & Overcoats  
for Men, \$15 to \$45.

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## MONTEFIORE MEYERS FREE

And Shipper Convicted of Stealing Biddison "Bonds" Will Get Out of Sing Sing.

The indictments for grand larceny against J. Montefiore Meyers, the promoter on whose information Samuel M. Biddison, the note broker of 116 Nassau street, was recently convicted of forgery, were dismissed yesterday on motion of the District Attorney.

A jury empaneled by Coroner Acitelli gave this verdict yesterday after an inquest into the death of John W. Vaut, 22 years old, of 224 Ninth avenue, who was pitched out of a wagon he was driving and run over.

Vaut came to his death in East Twenty-second street owing to the fact that there was a depression in the asphalt there due to the negligence of the city authorities in not repairing same.

A Regulus Shipper, one of many who used Biddison's bonds in shady transactions and who was sent to Sing Sing

on Biddison's complaint that he had stolen some of the bonds, will now get his liberty. He was convicted of stealing the bonds, but since they have been proved to have no value his crime was not the grand larceny of which he was convicted, and he has already served as long a sentence as would have been imposed for petit larceny.

The City Blamed for This Man's Death.  
A jury empaneled by Coroner Acitelli gave this verdict yesterday after an inquest into the death of John W. Vaut, 22 years old, of 224 Ninth avenue, who was pitched out of a wagon he was driving and run over.

Vaut came to his death in East Twenty-second street owing to the fact that there was a depression in the asphalt there due to the negligence of the city authorities in not repairing same.

A Regulus Shipper, one of many who used Biddison's bonds in shady transactions and who was sent to Sing Sing

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A cablegram from Lisbon announces that STEINWAY & SONS have been appointed Piano Manufacturers to His Majesty,

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It leaves the Grand Central Station at 4.30 p.m. daily and arrives at Michigan points as follows:

Detroit 8.15 a.m. Kalamazoo 11.51 a.m.  
Jackson 10.15 a.m. Bay City 12.15 p.m.  
Saginaw 11.37 a.m. Grand Rapids 1.00 p.m.

This train is also one of the best trains to Chicago, arriving at 8.30 p.m.

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Ticket Offices at Grand Central Station and the Station at 125th Street are open day and night every day in the year. Principal downtown ticket office, 1110 Broadway, is open every day (holidays and Sundays included).

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NEW YORK: 14th, 23d, 45th and 115th Broadway, 23d Fifth Avenue, and 151 West 151st Street.  
BROOKLYN: 33d and 75th Fulton Street and 35d Broadway.  
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